SCHLEY'S EARLY CAREER.

ANECDOTES OF THE COMMANDER F THE FLYING SQUADRON.

His Mickname of "Peggy "-Strategy Applied to the Monkeys of a Japanese Embassy-Hew He Was Saved to the Enion-New He Took Commissed of life First Ship.

The retirement from the naval service of Rear Admiral Sleard and the coming retire ment in July of Rear Admiral Kirkland, in Deeember of Rear Admiral Norton, and a few months later of Bear Admiral Phythian will bring to flag rank three or four of the brightest officers in the navy, and they come to that rank at a most opportune time for the good of their country. Previous retirements have brought the boys of 1861 to the front, so that now the navy has as Commodores, all eligible to fleet mand, half a dozen men of the highest professional qualities and attainments and burn ing with seal to bear aloft for the first time the double-starred insignia of fleet rank and suthority. It is a pleasure to know that in the coming contest with Spain the ships and squadrons of the United States will not be commanded, as in 1861, by officers superannuated and o ubtful zeal and more than half-suspected lovalty.

The boys of 1861, the Admirals and Commo dores of to-day, may be regarded as the most alert, the most dashing, and the most accomplished naval men in the world. Most of them received their baptism of fire in their youth, and they have studied and mastered in their early manhood the varied evolutions in naval cience which have so increased the power and afficiency of ships. There is not a n.an among the boys of 1860 and 1861 who is not up to date in naval requirements. Two or three may be disqualified for sea activity by reason of impaired health, but there is not one among them who is superannuated or behind the require ments of his rank. There are no "has beens" among the boys of 1861 who as midshipmen were called upon to face the foe while yet their

first frock coats were new.

The writer of this sailed with, messed with, and had many warm friends among those midshumen of 1860, and during the war stood side by side with several of the young Lieuten ants of 1861. Bunce, Watson, Farquhar of 1855; Schley, Robeson, Casey of 1856; Sampson of 1857, Fighting Bob Evans of 1864, Goodrich, Chadwick, and Jewell of 1866-all these are now officers of the flag or Captains of battlehips. In any war with Spain theirs will be honor and victory; to them and others of equal rank the navy of the United States must intrust its fortunes. All these men are fully em years younger than their predecessors in high rank at the breaking out of the civil war. Admiral Stringham was 68 when he took command of the North Atlantic Squadron in 1861 Dupont was over 60; so was Dahlgren. Mc-Kean and Mervine, who commanded in Gulf, were near the seventies. The great Farragut was 62 when he captured New Orleans, and as for the men who, as commandants of navy yards and advisers of the Navy Department, he'ped in the organization of the fleet, all excent D. D. Porter, were 65 or more, and one or two like Commodores Paulding and Breese were near the octogenarian line.

Of the flag officers and Captains of to-day assigned to duty affoat not one is over 60, while one or two are not even 50. Schley is 57. Sampson is 55, Evans is 54, Chad-

one or two are not even 50. Watson is 58, Schley is 57. Sampson is 55. Evans is 54. Chadwick, Goodrich and Jewell are not yet 50. Few of the battleship commanders are more than 50. Taylor of the Indiana, Evans of the Iowa and Chadwick of the New York are the youngest. Taylor and Chadwick were graduated from the Academy in 1866.

There were all classes of boys among these youngers of 1860. The writer made a cruise in China waters in 1860-61 in the then crack ship of the navy, the steam frigate Niagara. The purpose was to carry to their homes the members of the first Japanese Embassy that ever visited this country. The cruise occupied a year and was much in the nature of a pleasure trip. There were seven midshimmen sent to the Niagara and they were as lively a set of boys as the Academy had ever turned out. It seems as if the department had picked out all the promising young mer for unpleasant details, and had sent on this fancy cruise, according to the standard of the day, the least; promising of the class. The present Admiral Bunce, for instance, and Crittenden, Watson, Farragut's Fing Lieutenant, now a Commodore, were sent to the coast of Africa to hunt for and catch slave ships. Capt. Mahan, of literary fame, was sent to the Water Witch, a wretched little gunboat, in the Gulf of Mexico. The young men sent to the Niagara were E. G. Read, who afterward commanded the rebel ship Tallahassee; Joseph D. Marvin and James O'Kane, both now dead; Winfield Scott Schley, H. B. Hobeson, Thouas L. Swann and Silas Casey.

These youngsters were all well born and bred. Read was a Virginian and a member of one of the old tidewater families. O'Kane was a Missourian, of Irish descent, tall as a flagstaff, dark, and with the courage of a llon. He was the only one of that steerage mess who had no pranks to play. Marvin was from Ohio, short,

dark and with the courage of a lion. He was the only one of that steerage meas who had no pranks to play. Marvin was from Ohio, short, found and always with one arm akinbo, whence the boys dubbed him "Jug" Marvin, and "Jug" he remained until his death as a Commander, not many years ago.

Scott Schley, the present Commodore of the fing squadron, was the pronklest of his class. He was dubbed "Peggy" because of the pegtopness of his trousers, of enormous bulge at the kneer. Schley had a very small foot, and to make this fact, of which he was vain, the more conspicuous he emphasized the breadth of his trousers at the knee and minimized their cut at the foot. In the East Indies, where everybody wore white, the appearance of Schley on the deck with No. 5 patent leather bumps, with his knees wabbiling about in white balloons of enormous size and with his short jacket, which was the midshipman's uniform cost of those days, caused many a broad but respectful smile on midshipman's uniform cost of those days, ed many a broad but respectful smile on

Robeson was a "connecticut man, and begause of that and of a slight nessal accent, he
was dubbed "Yank." Probably Commodore
Robeson would not now respond to the salutation "Yank," but he would remember it all the
same with a reminiscent smile. Swann was
the son of the Governor of Maryland, and
Casey was the son of old Gen. Silas Casey and
younger brother of the late distinguished Chief
of Engineers of the Army, Gen. Thomas L.
Casey. Of those alive, W. S. Schley, H. H.
Robeson, and Silas Casey are Commodores.
Swann was retired as a commander on account
of it health.

Robeson, and Silas Casey are Commodores, Swann was retired as a commander on account of it health.

None of these boys on that eventful voyage was much more than 21. They were fresh from the academy, and felt it chiefly incumbent upon them to have fun with the Japanese attendants upon the Embassy. Life was often made miserable for the Japa when they ventured forward into the midshipmen's watch. Now that the then midshipmen's watch. Now that the then midshipmen's watch was the come a Commodore and is in command of a powerful fleet, he may not appreciate this rominiscence of his youth, but his fellow citizens may enjoy it. The Niagara, on her way around Good Hope, stopped on the coast of Africa, where the Japanese laid in a stock of monkeys. Old Capt. McKean and the offleers did not object, for it was public policy then to gratify every wish of the Japanese. It was only Midshipman Schley and his deck scrubbers who objected. The monkeys were allowed to roam about the ship as they pleased. There were all kinds of monkeys, big and little. Several nure ringtalls would almost live in the rigging, making flying leaps from for rope to backstay, always catching firmly by their talls. The monkeys were not pleasant creatures about the decks, and were a subject of especial aversion to Midshipman Schley, who or his watch was responsible for the decks whiteness and cleanliness.

One morning Schley had the carly watch, and with a gang of men was scrubbing down. The monkeys were full of mischief, and were making the rigging ring with their chattering most aversion of a ton and to another he gave to a caution of a ton and to another he gave

ing the reason modern's said Schley irring me a bucket of slush," said Schley is espitain of a top, and to another he gave see that two of the big monkeys should be

caught.

It was in the China Sea, and the hig ship, with every thread of canvas on, was bowling along with the wind abeam and a heavy sea on. Soe was making fifteen knots. Schloy took the two captive monkeys and carefully greated their tails, then with a savage whoop at them, struck both with a rope's end. Both monkeys broke for the fore weather rigging, and made a wild leap for the lower studding sail sheet, which was ever the waster and thirely feet from the saily side, a wish went the tails around the quivering sheet. Alas, the 't-lis slipped and two sons of Africa went sarcking into the sea. The Japs ran screaming from their cabins, but the officer of the watch, Lieut, John Guest, who died some years are as a fear Admiral, told them the ship could be be put shout or har sail shortened in time to save the monkeys, so there was meuring in the Japanese cabin that day.

Midshipman Schley's measurates were not all so prankish as he, nor has any of them developed into so dashing an officer. He was not especially studious, as is shown by him fact that he was graduated near the foot of his class. But he was's thorough sailor from the arart. Having returned home and the Niagara being sond to the niceknade off Charleston, schley, become in the sailor and the Niagara being the sailor from the arart. Having returned home and the Niagara being sond to the niceknade off Charleston, schley, before all manager of the first nice taken by the havy in the war of the rebellion. It was a liviled colon saily, the General Parkhill.

Another enland in schley's carry career is worth hearituning, for it fill-atrates how offer a strike are criticed or carrier checked by trivial lacedonts. When the Niagara reduction for the stone are checked by trivial lacedonts. When the Niagara reduction has been an an area of the schedule light, off statices, the nonthernel and the Niagara reduction and sighted Minet' Leade light, off statices, the night and desired had learned about was in the China Sea, and the hig ship,

Smoter and the great unriving of the North. In fact, they had been clouded and that four States had seeded. Capt. McKean knew that his ship was full of Southern efficies, a number of chom had openly proclaimed themselves. He was a sturdy old Pennsylvanion himself, and loyal to the core, but timid in the last degree about taking responsibility. Somehow he got it into his head, to the excitement, that the disloyal element on shipbo rd might seek to capture the Niagara and sail her away into Southern waters. He resolved upon an instant separation of sheen and goats. However whether had been and all hands were ordered to march around the capstan and take the oath. The officers were mustered in a group on the quarter deck. ship's anchor at the entrance to Boston harbor, and all hands were ordered to march around the coapstan and take the oath. The officers were mustered in a group on the quarier deck. Knowing that his First Lieutenant, Isaac N. Brown of Mississippi, afterward Capt. Brown of the robel ram Arkansas, intended to go with the South, the old man graciously excussed him from participation in the cereusony, but the olbers had to show their colors. There were quite a number who refused to take the oath—Liout. D. P. McCorkle of Virginia. Passed Assistant Surgeon Conrad of Virginia. Capt. Israel G. Greene of the Marine Corps, who at Harper's Perry a year and a half before, under Col. Robert E. Lee, had helped to capture and hang John Brown; Assistant Engineer H. Ashion Ramsay of Maryland, and Paymaster Thom is R. Ware of Virginia. A small number of lesser lights refused to stand the test, and Capt. McKean told all the gentlemen to retire to their quarters and be prepared to leave the ship when she reschood her anchorage.

Then it came to the midshipmen, and everybody laughed. The Idea of a midshipman being anything out true to his ship and his meas and his hope of promotion was amusing. But to the surprise of the 500 men mustered at the capatan, three valiant rebels stoon forth. They were E. G. Read of Virginia, who was in expandid to the following the content of Maryland intend to be disloyal! I know your father, Mr. Swann of Baltimore, and Winfield Soott Schley of Frederick, Ma, who did not know what they ought not to. Capt. McKean looked at the two latter desperadoes and addressing Mr. Swann said:

"Do I understand that you two young gentlemen from Maryland intend to be disloyal! I know your father, Mr. Swann. He is Governor of Maryland intend to be disloyal! I know your father, Mr. Swann. He is Governor of Maryland intend to be disloyal! I know your father, Mr. Swann. He is Governor of Maryland intend to be disloyal! I know your father, who is one of the most pwerful Union men in Maryland, could see you in your present

Take the oath.

"I thought so," said the old Captain, beaming benevolently on the repenting pair. Then he proceeded to administer the oath with great impressiveness, and at its conclusion congratulated the United States Navy upon having retained the United States Navy upon having retained the United States Navy upon having retained the services of two promising and patriotic young officers. Long ago was old Admiral McKean gathered to his fathers, but if it is given to the departed to keep cognizance of events on earth it must be a gratification to him to know that by his kindly humor and wise suggestion he retained a youngster in the service who may prove to be another Farragut. How Commodore Schley got his first command is an anusing episode in his early career. After leaving the Niagara he was promptly promoted to a Licutenancy and assigned as executive officer of one of the ninety-day gunboats, the Owasco of the Gulf Squadron. Her commanding officer—his name is of no consequence and he is dead now—was a devotce of John Barleycorn, and periodically had to retire to his cabin for repairs, where he usually stayed a week. The Owasco was approaching, the Captain's pennant flying. Supposing his visitor to be the Captain of the Owasco was approaching, the Captain's pennant flying. Supposing his visitor to be the Captain of the Owasco, was approaching, the Captain's pennant flying. Supposing his visitor to be the Captain of the Owasco, Alden put on his uniform coat, the side boys were ordered and the boatswain's mate made ready for his three pipes at the gangway. When the Owasco's gig came alongside the man who sprang up the ladder was Lieut, Schley.

"I expected to see Capt. — of the Owasco," and Adden with slight sarcasm.

"I am commander of the Owasco, sir," said Schley.

"An hour are said "said Schley.

"An hour are said" said Schley. take the oath.
"I thought so," said the old Captain, beaming

"I am commander of the Owasco, sir," said
Schley.
"Since when!" asked Alden.
"An hour ago, sir," said Schley.
"Where is Capt. —!"
"Locked up in his cabin, sir, drunk,"
"Who locked him in!" asked Alden.
"I did. I first put him under arrest and then
shut him up in his cabin. Then I took command of the ship, and here I am to report for
orders."

orders.

Alden was fond of a joke and he was at first disnosed to laugh at the young man's sum mary action, but he said:

"Well, the first order I'll give you is for you will be given but he given but he given be given by the given but he given by the Well, the first order I'll give you is for you to lower that pennant in the gig, go back to your ship, sir, unlock that cabin door and restore Capt. — to duty. Then report to me in writing if the Captain's illness still incapacitates him and I will know what to do. Don't be in too great a hurry to get command of a ship, Mr. Schley!"

BOYS FOR THE NAVY.

They Rush by Hundreds in Times Like These to the Navy Yards.

Ever since the talk of war began there has been a rush of boys at all the recruiting stations of the army and navy. They have been of all kinds, small boys with hollow chests and sallow faces, big raw-boned boys who think that life in the barracks or on board a warship would be pleasanter than work in a shop or factory, poor boys with shabby clothes and no homes, welldressed boys in search of adventure, foreign-born boys who can hardly speak English, American

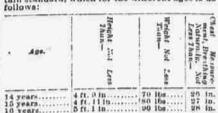
"I don't know where all the boys come from," said the recruiting officer of the receiving ship Vermont at the Brooklyn Navy Yard, "but whenever there is talk of war we have from ten to fifty of them a day. Of course we can take very few, and unless a boy has a very cheeriess prospect in life we try to discourage him, for after serving his apprenticeship on a warship the youngster can only become a seamon. He cannot rise to become an officer, for the Government gets its officers from the naval academy at Annapolis.

'If the boys knew exactly what was before

them, most of them wouldn't be so anxious to enlist, for the life is a hard one, and unless a fellow is naturally fond of the sea he soon tires of it. A good many of the boys who come in here and want to callist have run away from home. We can generally tell it by their timid manner. They often hang about for an hour or two before they muster courage to come in, and then they look about as though they expected to see their fathers after them. If we think that it will do them good, we get one of the men that it will do them good, we get one of the men to talk to them and tell horrible yarns of the cat-o'-nine-tails and the cruel treatment they will receive on shipboard. That generally satisfies them, and they are glad to scamper back home as fast as they can.

"Occasionally one persists, but the rules are strict in saying that the consent of the boy's father or guardian must be obtained. We always explain this to thrus, and tell them to come hack the next day with one of their parents. That is usually the last we see of them. Once in a while we get hold of a boy whose parents cannot take care of him, and so are willing to have him enlist. Then, it he comes up to the necessary requirements, he is allowed to sign papers. But we always explain, both to the boy and his parents, that this is a serious business, for on ein the s-rvice, he is bound until he becomes 21, and will not be released except under extraordinary circumstances.

"These requirements are not severe, although the aim is, of course, to get as strong and hardy boys as possible, and those who are poorly developed or who have any bad habits are quickly rejected. In the first place the boys must be between the ages of 14 and 17 years. They must be able to read and write. They must have gool eyesight and hearing, a strong heert and lungs, and sound teeth. Then their height, weight, and chest measurement must conform to a certain standard, which for the different ages is as follows: to talk to them and tell horrible yarns of the



"Of all the boys who spely to us about 90 per cent, are rejected because they have not the consent of their parents or have been sent to a reform school, or for some similar reason. Of the remainder from one-tent to one-quarier fail in the physical or mental requirements. The kind that we prefer are Americans or native-born lads, who have been brought up near the water. They generally know how to handle a boat and to swim, and won't get seasick when rough weather comes along. But we sometimes get very gool bo's from the country.

"When the boy has passed his examination he is taken on board the training ship, of which there are two, one at Coaster's Harbor island, near Newcori, and the other at Mare Island, San Francisco. He first receives a uniform of regulation blue jersey, sailor trousers and round hat, which makes him feel quite like a man-o-being that.

"During their course on the training ship the

warshian at once, though no is very far from being that.

"During their course on the training ship the boys are listed as third-class apprentices and receive 80 per month pay, besides their clothing and rations. After completing their tour of service they are promoted to second-class apprentices, and their pay is raised to \$10 per month. When they have done one year's service they are is line for promotion to first-class apprentices and receive \$21 per month, which is only \$3 per month less than is paid to able seamen.

THE MEN IN THE GALLEY.

PROBLEM OF PEEDING OFFICERS AND CREW ON A WARSHIP.

Lets of Different Meason Whose Meals Mave to Me Cocked at the Same Time—The Thing Bone Without Confusion—High Pay of Sea Cooks—The Seamnu's Love of Sait Horse.

WASHINGTON, April 16.-The visitors from Washington, and especially the women, who have gone down the Potomac during the past week to size up the Americo Vespucci, the Ital ian training ship anchored opposite Alexandria acquiesce in the opinion that the vessel, while not so scrupulously clean as American men-ofwar, is fairly tidy nevertheless; but they al join in saying that the forward part of the vessel "smelt garlicky" or "oniony." The smell o warlie or onions is characteristic of the forward decks of Latin-European warships. It is natu ral that the immediate neighborhood of the galley on any man-of-war should be permeated by an aroma distinctive of the favorite and na tional articles of food of the country the man-of war represents; but this arona is least notice able on United States ships of war. The dominant olfactory note in American

man-of-war cookery is, of course, the more or less grateful fragrance of boiled salt horse grateful in ratio to the state of the smeller's appetite; but on ship-visiting days it is a point conscience on the part of an American manof-war cook to smother the cookery odor. The galley cooks on United States war vessels. with the assent of the mess stewards, devise meals, as a rule, when they know that their ships are to overflow with shore visitors, of a non-redolent character. Most American men-ofwar, when in port, give the salt horse the go-by anyhow, and provide fresh meat for the men forward. But the old-time flatfeet of the for ward messes affect, many of them, to be fonder of the junk than of the tenderest fresh ment and occasionally they unite in demanding salt horse even on a day when they know their ship is to be listed more than a degree at the gangway with arriving and departing visitors. When they do this, and the cooking of junk or visiting day is inevitable, the galley cooks, for the sake of not offending the nostrils of visitors, perform the feat known as "tying." "ham-stringing." or "smothering the horse." which consists in placing weights on the pots containing the boiling salt meat, tightly closing the gal ley ports and doors and by other means prevent ing the diffusion of the exceedingly homely fragrance of the preparing lunk. When the junk is not in process of preparaton the galley of an american man-of-war is a sweet-smelling kitchen-for cabbage is used only when the junk is served—and women visitors aboard our ships are often heard to declare that the things they see and smell within and in the neighbor hood of the galleys make them hungry.

The galley of a United States man-of-war is about the busiest compartment aboard the ship in time of peace. The work of preparing three meals a day, as will appear upon reflection, for from 200 to 600 men is no minor affair; and yet the businers is carried on without a hitch, and the meals are always ready, piping not, at the very instant the bo'sun's mate, consulting his steel-cased watch, makes his scrape to the officer of the deck and gets the word to pipe mess-gear. Visitors aboard our ships often talk admiringly of the system that appears to attend

The food for both the officers and the mer forward is all prepared in the same galley and cooked on the same range, and on large ships the galley is frequently the scene of the labors of as many as twenty mess cooks; yet there are only occasional moments of friction in the galley, generally over the matter of an alleged scizing of an inordinate amount of range space; otherwise the work of getting the meals of all hands ready proceeds like clockwork. It might e ungallant to suppose that it would be difficult for twenty women, each of them with sepa rate interests involved in the pleasing of dis tinctly organized messes, to get along with one another with such entire amicableness within the cramped space of a man-of-war galley-and all man-of-war galleys are cramped-as do the men with stewing pans on their watch arms for rating badges. This would perhaps not be possible if it were not for the diplomacy, and finally the arbitrament of threatened clouding, from which there is no appeal, of the chief shin's cook, who is the superintendent of the galley. The boss ship's cook doesn't do any cooking himself, but he is the heap big man of the galley, and he sees to it that the various mess cooks perform their labors without any superfluous man-o'-war chawing or treading on one another's toes. When scraps arise as to the rights of individual mess cooks to certain portions of the cooking range, the ship's rook settles the business with a word, often with a mere nod, and it should be set down that he is

ties the business with a word, often with a mere nod, and it should be set down that he is no whit more partial to the cooks for the officers' messes than to the mess cooks for the men. The first meal of the day on an American man-of-war is no sconer over and the gear washed and stowed away than preparations begin for the next. It should be noted shat the mess cooks themselves do non of the dishwashing or slopping, as the tars call the labors of the strikers. Every mess cook has at least one striker, whom he pays out of his extra salary for doing the dishwashing and other scullion work, and some of them have three or four strikers. Most of the cooks on American menof-war are shipped as landsmen, but many of them earn the wages of chief petty officers. The pay of a landsman is only \$16 a month, but there are cooks for chief petty officers' messes in the navy who receive from the men belonging to the messes as much as \$50 a month, for their services. The nesses may pay their cooks whatever they choose, but the lowest sum paid a man-of-war mess cook for his services is \$15 a month.

The officers mess cooks are mostly Japanese or Chinese. In the old navy the officers' cooks were nearly all well-instructed negroes, but during the past ten years the caterers of the officers' messes and their conscientiousness. In an ditton, all of the officers messes are provided with stewards, who are enlisted men—naulty, 100, Japanese or Chinesen, we seems at the caterers of the officers' messes and their conscientiousness. In an ditton, all of the officers messes, who are mombers of the increase, elected each month by their messmates. The strikers of the messes, who are members of the increase, elected each month by their messmates. The strikers of the messes, and he is always accused by his messmates of making a good thing out of them. None of the cooks has any military duries to perform worth mentioning, and few of them put on their mustering uniforms except to go ashore or to stand inspections and nusters. The strikers, however

listed material, are nowadays frowning upon the practice.

Mess cooks for the men forward on American men-of-war are awakened by the corporal of the magine guard about an hour before "all hands" is sounded at half past 5 in the morning. The cooks for the officers messes rub their eyes and hop out of the ir hammocks about half an hour later, for while the enlisted men take their break last at seven bells, or half past 7, the officers do not eat theirs until cight bells. The first job of the mess cooks is to full immense pots of coffee. The American sallor no somer gets his hummock lashed and sto ved away when he is turned out in the gray of the morning than homakes for the galley with his porceian cup and pours him out a big drink of steaming hot coffee, which he takes without milk or sugar. The early morning coffee keeps the men going until mess gear for breakfast is piped, two hours after they turn out of their hammocks. The holk of a man-of-war's hard cleaning work is done before breakfast, and walle the coffee they take as soon as they turn out supports the men during this hard two-hour period of washing down and general swabbing, they are always ray nous by the time breakfast arear is piped.

The American bluelackets—this term not including the chief patry officers, who live as well as the commissioned officers on most ships—may and do feel certain when they take their breakfast that the food before them is the soundest and best of its kind, even if it is not very attractively served. It would, of course, be impossible for the tars to eat with dainty accompaniments to their food, considering the cramped space of a warship. When the mess gear for breakfast is piped by the bo'sun diere is a tremptod of the considering the cramped space of a warship. When the mess gear for breakfast is piped by the bo'sun diere is a tremptod of the under sides of the decks. There are "gun is" to these mess tables—boards raised about three inches from the surface of the tables around the fown sides—to prevent the dishes breakin

bles it is each man's business to help himself.
Each man has his regular seat on the mess
benci. The men lab their forks into the pans
and pois, and heap their plates up, and develop
their muscle bassing the huse coffee pots up
and down the rables.

When the men of a mess forward become
discontented with their cook they fire him.
This does not often happen, however, for the
mess cooks atrive to krep their messes from
kicking. The mess cook who is fired by his
mess almost invariably deserts his ship at the
first opportunity. The cooks for the afficer
almost always give satisfaction, for their abiltiy is put to the test before they are shipped.

SOUTH PACIFIC AMERICANA. twain's Island, Near Samon, and Its People

Our Plan Flies There Canstantly. SAN FRANCISCO, April 8,-Away down in the South Pacific Ocean there is a tiny island over which the Stars and Stripes have been waving for nearly half a century. Its inhabitants are citirens of the United States, and the island is an much a part of this country's domain as Is Iowa or Massachusetts. It is a tiny spot of land, only 450 peres in area, but it is the home of a thriving American community, the descendants of Eli Jennings, a Yankee trader, who took possession of the Island in the name of the United States in 1853, ran up the American flag, and ever after made it his home. An American man of-war formally signalized its accession to the Union, and the American Government granted to Jennings a title to the property under the laws controlling the distribution of public lands. The name of the island is "Swain's Island." It s also known as "Gente Hermosa," a Spanish designation menping "beautiful people." It lies in latitude 11-degrees south and longitude

170 degrees west, and northwest of Samos.

The little dot of land was first discovered about 300 years ago by the Spanish Admiral De Mendoza, who named it after his patron saint and placed it on his charts, but did not attempt to land. Eleven years later another Spanish navigator rediscovered the island and made a landing. He found it peopled by a savage iribe, who gave him a flerce resistance and killed many of his men. These they cooked and orced the survivors of the invaders to eat. The Spaniards finally got away, having renamed the place Gente Hermosa, which cer tainly was very amiable of them, after the treatment they received. The little atoll was let alone after that until 1840, when an expedition from the United States found it and gave it the name of Swain's Island. Ten years later a trading schooner sighted the reef and made a landing in order to trade with the natives. But they found no living soul within its borders. All over the island were the skeletons of its former inhabitants, but not one remained to tell what scourge had swept away its population,

Three years later Eli Jennings, bringing with him a Samoan bride and a few Samoan servants, settled upon the little spot of land, and made upon it a home for himself and his descendants. His bride was a Samoan princess, who had been educated by the missionaries. Their children were almost white and were very intelligent, and the patriarch of the island saw to it that they were all well educated. As these children grew up trips to the neighboring islands and to New Zealand won for them white husbands and wives, so that the population is now almost en-tirely white.

The shores of the island are a precipitous

The shores of the island are a precipitous corai reef, except a single landing, which is not easily found, so it is very rare that strangers enter its harbor. But the Captain of a San Francisco trading schooner on his last trip through the South Seas spent a week upon the island, where he was entertained most heartily by these South Pacific Americans. He has recently returned to San Francisco, and he gives a very enthusiastic account of the Hie which these people live in their occan-surrounded home. He says that they have prospered and live in commodious houses, surrounded by the comforts and refinements of civilization. They have books and musical instruments, and they read and study and take a keen interest in the progress of the world from which they are so far removed. They have a neat church in which they hold frequent religious exercises, and in every family prayers are said twice a day, as they have been ever since Eli Jennings first hoisted the Stars and Stripes over the island forty-five years are.

Eli Jennings was a skilled mechanic a shrawd.

day, as they have been ever since Ell Jennings irst hoisted the Stars and Stripes over the island forty-five years are.

Ell Jennings was a skilled mechanic, a shrewd trader, and an energetic Yankee, and from the time ho landed the signs of civilized thrift began to appear and constantly increased. The land was fertile and there was a lagoon of clear, fresh water in the centre of the island. Coccanut butter and copra commanded high prices from the trading vessels, and Ell Jennings planted thousands of additional coccanut trees. He was soon a wealthy man, and with his money he brought to his isolated island home the luxuries of modern life. He invested in New Zesland property, which is now yielding dividends to his descendants. He stocked the island with fine nouitry and doniestic animais, and he sent abroad for seeds to plant in his vegetable gardens. The crowning achievement of his life was the building of a fine seventy-ton schooner, which he sent with a cargo to Auckland, New Zesland, where she was properly rigged and coppered. She became quite famous in the South Sens for her speed and the perfection of her naval architecture.

Ell Jennings died twenty years ago, but the

her naval architecture.

Eli Jennings died twenty years ago, but the New England blood still lives in the veins of his essendents and they carry on the affairs of the failed with the same sturdy principles and the same progressive thrift which brought prosperity to the founder of their clan. The trading Captain who spent a week in enjoyment of their bospitainty asys that they are robust in health, of splendid physique, and are of handsome appearance, so that the old Spanish name of the island. Beautiful People, a very appropriate. island. Beautiful People, is very appropriate, He says, too, that, rain or shine, storms or fair weather, the Stars and Stripes are constantly fluttering from the high staff in front of the house which was Ell Jennings s residence, where the flag has waved every day since Jennings first landed.

ENGLISH LIGHT ON OUR HISTORY A British Government Publication Says Cornwallis Surrendered at New York.

Those poor, simple-minded Knickerbockers who have been taught to believe that their beloved city was in possession of the British dur-ing the greater part of the Revolutionary War, until the oft-celebrated Evacuation day, Nov. 25, 1783, and that Cornwallis surrendered his army at Yorktown, on the peninsula of Virzinla have been historically upside down for more than a century. Consequently all our books of history must be sent across the ocean

for revision.

That this is necessary is shown by a late pubcation of the British Government entitled Historical and Descriptive Catalogue of the National Portrait Gallery, Abridged, Revised, nd Continued by Lionel Cust. M. A., F. S. A. Director, Keeper, and Secretary. This great collection of portraits of national worthles includes one of Charles, Marques, Cornwallis, K. G., by Gains-borough, and its description in the catalogue is supplemented by a 20-line biography for the information and instruction of all lightish subjects. The learned Director, Keeper, and Secretary, Master of Aris and Fellow of the Society of Antiquaries, has availed himself of this opportunity to teach history and. For the benefit of those Americans who have not time to await the necessary revision of our standard histories, the essential par-graph from this 500-page publication of her Matesty's fovernment may be given in advance. It is as follows: Director, Keeper, and Secretary." This great

lows; Toward the end of the American war Lord "Tow-rd the end of the American war Lord Cornwallis rendered important military service; but he was at length overpowered and compelled to surrender his whole army to the united forces of America and France, at New York, Oct. 19, 1781."

To the M. A., F. S. A., "Yorktown" was a terra incognita. He had heard once upon a time, however, that there was a small lown somewhere in America called New York, so he has revised the biography of Lord Cornwallis to agree with the full measure of his knowledge of the history of his own country and of ours.

Buil-Fighters Next to Stoyalty to Spale.

From the Springfield (Mass.) Republican. A nation, therefore, whose great sport is bullfighting, must be said to linger still in remote and cruel times. And Spain is such a nation. Notwithstanding the great drain of the Cuben war, her people find pleuty of means to support this amusement. Nobody in the nation commands such an income from his daily effort as manasuch an income from all analycerers as a popular bull-slayer. Mazzantini, one of the most famous of those, carned 306,000 pescia-setyear, it is said, or over \$70,000. He participated in 66 fights and killed 103 bulls. Another popular torero, Reverts, took part in 71 fights during the year, killed 160 bulls and earned 270,000 peschas, or \$55,200. These mun stand next to royalty itself in the popular mind. No great singer, actor or orator approaches them. They amuse the people with spectacles of blood. That the sensibilities of such a people should be dulled to human as well as brute suffering can hardly be questioned. The bull fight, like the gladialorial fight, cultivates the brutal instingts, depreciates the value of human life, and makes usen comparatively cruel and insensible to misery in others. We may thus turn to contemplate the afrocious policy of extermination by slow starvation adopted by the Spanish Government in Cuba under the guise of a war measure with liftle wonder. It has been made tolerable to the nation through the long subjection of the peoply to the hardening influences of bull fighting. Such a civilization belongs far in the past and must crumble eway. popular buil-slayer. Mazzantini, one of the

PETS THAT MAKE TROUBLE

AN OUTBREAK OF PARCOUETS OF AN AMERICAN GUNBOAT.

Emberrassing Manifestations of Belight by Loacoume Birds Test Mean Their Own Language Again—Two Gents on One Ship -APet Panther-A Blue Jacket's Adder. WASHINGTON, April 16,-There is probably not a man-of-war affoat that does not carry at least one pet of some sort or another. An example of the way the pet business may occasionally be overdone was furnished on a United States gunboat cruising in Mexican waters a When the ship dropped her few years ago. mudbook in the harbor of Acapulco three-quarters of the ship's company forward went ashore and bought paroquets to carry to San Franc'sco. A paroquel is about as noisy and gorrulous a bunch of gorgeous plumage as can be found, These particular paroquets could talk nothing but barbarous pigeon Spanish, but, so far as swearing went, they were most able. owners of the birds contrived to get on fairly good terms with them, but did not succeed in teaching them English. One of the results of the establishment of friendly relations between the men and the birds was that when all hands were summoned aft to quarters the paroquets got lonesome and set up a whimpering whining just like that of bables, which they kept going until the men were dismissed from quarters and returned forward.

The Mexican gunboat Zaragossa, a pretty racht-like little craft, was in the barbor at the line, and on the day before the departure of the American vessel the Zaragossa's com mander, an ex-offleer of the British navy, went aboard to make a visit of ceremony, accompanied by his staff officers-for the fittle Zara rossa is a flagship. The men on the United States cruiser were drawn up at quarters as the Mexican officers came over the side, and the paroquets up forward were, as usual, crying their temporary desertion by the tars.

When the Mexican officers got over the gangway and started to address the American skip per in Spanish, there was a sudden hush among all the paroquets. The birds were apparently cocking up their ears at the sound of their own language. They listened respectfully, without letting out a word. Then the American skinper, who was a man with a big voice, started to reply to the Mexican officers. This started the uproar among the paroquets again. The skipper had barely gotten out half a dozen words per had barely gotten out half a dozen words before the birds, in a sbrill, broken chorus, began to lay nim out. They exhausted the whole Greaser I inguage of vituperation and a orn, and then began all over again. They heaped disgrace upon the skipper and denounced him in every set term known to distempered Mexican fishermen. The skipper smiled at first—a continuance of his conversation was impossible on account of the noise—but when the thing continued for a matter of five minutes or so he began to set purple in the face. He took the Mexican naval officers aft and entertained continued for a matter of five minutes or so he began to get purple in the face. He took the Mexican naval officers aft and entertained them in his cabin, and as he went aft the birds up forward hurical a parting volley of genunclation after him. The men were dismissed from quarters, and they succeeded in quieting the birds, but it was too late. The Mexican officers had no sooner departed than all hands were whistled to quarters and the executive officer. birds, but it was too late. The Mexican officers had no sooner departed than all hands were whistled to quarters, and the executive officer read the commanding officers' order that every one of the profane paroquets should be taken ashore by its owner forthwith.

When the cruiser Olympia arrived on the China station a few years ago, one of the marines brought about the size of a big 8t. Bernard dog and about the size of a big 8t. Bernard dog and a block the size of a big 8t.

rines brought aboard a Japanese goat, an animal aboat the size of a big Et. Bernard dog and capable of strong friendships and conally strong listikes. This especial Japanese goat had probably suffered deeply from disappointments in early life, for he was suriy to the last degree. The marines took him in hand, and, by careful and persuasive methods, brought him around to the point where he would endure the petting of men in the marines' uniform, but he would have none of the blue jackets. He butted them about impartially, and as he seemed quite impervious to the clubbing of belaying pins and marlinspikes, he always had the better of it in these encounters, and the men with the beliottomed trousers learned to sheer off when they made out the big goat patrolling the main deck. They tired of thus bolting for it after a while, and at a secret indignation meeting it was resolved, not to bake a howi to the commanding officer, nor to slit the goat's weazand, but to retailate: So one of the blue jackets went sahore and got another Japanese goat of about the same proportions as the one the vertices had trained. In the course of a week. but to retaliste: So one of the blue jackets went ashore and got another Japanese goat of about the same proportions as the one the marines had trained. In the course of a week or so the tars had their goat trained so that he would ram the first sea soldier he saw, top sergan; or buck private, and the marines began to limp around feeling of themselves. The blue jackets and marines combined to keep the two goats apart, for their belligerence was great.

One afternoon, however, after knock-off had been piped and all hands were lail out on corking mats, the blue jackets goat evaded the watchfulness of his caretakers and made for the marines goat on the after part of the spar deck. The combat was flerce and protracted. A dozen of the men tried to pry the two goats loose, but it was of no use. The goats plainly meant to make a finish fight of it. The contest was about equal at first, but after a while the blue jackets' goat showed that he was the better stayer of the two. He wound the fight up by penning the marines goat at the gaugeway. stayer of the two. He wound the light the stayer of the two. He wound the light the penning the marines' goet at the gaugway. Then he took half a dozen backward steps and made for the beaten goat, head downward, with all his force, butting the sea-soldiers' with all his force, butting the sea-soldiers' with all his force, butting the sea-soldiers' with all his force, butting the sea-soldiers'

stayer of the two, he wound the fight up by penning the marines goat at the gangway. Then he took half a dozen backward steps and made for the beaten goat, head downward, with all his force, butting the sca-soldiers ranimer straight off the gangway into the sca. The marines animal swam for it and made the beach. Then a truce was patched up, the beaten goat was brought back, the two pets were trained to endure each other and to refrain from butting any members of the crew, and the goats are now sworn pais and stand monthly muster side by side, with their ship's cap-ribbons around their necks.

An old quartermaster on the cruiser Alert picked up a cub panther at one of the South American ports on the west coast a few years back. The animal was a pretty little chap and perfectly amenable to persuasion, although as he grew larger he would occasionally let out a snarl when the blue inckets offended his dignity, that revealed his latent nature. His owner kept the cub's claws carefully cut and he thought that he was na fair way to achieve the domestication of a wild animal. The skipper had in a corner of his cabin three Peruvian fox terriers, pups, that he was carrying to San Francisco for shipment to his children in the East. One morning, when all hands were at 9 o'clock quarters—the ship was at zea—the commanding officer standing at the break of the poop to set the reports of the division officers, heard smothered yelping in his after cabin, and he went aft to see what it meant.

The young panther was standing over three dead Peruvian fox terriers, with blazing eyes and ruffled fur, and he jumped at the skipper as soon as he saw him. The skipper shook off the beast after he had been cawed and bitten. By this time a Great Lane dog and a maniff, hearing the racket from their dozing mets forward, were in the cabin. The dozs had previously got along admirably with the panther, but they no sooner made their appearance in the cabin than the thoroughly aroused young brute seemed to be atoo of both of them at once. The pant

Anlikotok, April 8.—A re-ulfar accident happened to Mr. and Mrs. M. J. Canty yesterday. Mr. Canty has a harvess shop adjoining his home. In the rear part of the shop is an unused well about thirty feet deep. Over the well on the wall of the shop are a number of shelves, and on these were several boxes of apples. Mrs. Canty asked her husband to get one of the boxes down and followed him to watch the operation. The covering having been removed, Mr. Canty fell into the well. In falling he caught hold of Mrs. Canty, pulling her into the well with him. Both fell to the bottom. For unately, the well contained about three feet of mud, but not much water. Mrs. Ca ty was rendered unconscious by the fall, but her husband was uninjured. They remained in the well, Mr. Canty continually calling for help, until Tell filt it son came home from school, discovered their plight and gove the alarm. Mrs. Canty was still unconscious when taken from the well, and was only revived after vigorous efforts. From the Portland Oregonian.

"CHINA TOTTERING TO ITS FALL." GOT TO THE TOP BY WATER A terrespondent Who Takes a More Mopeful

View of the Flowery Mingdom TO THE EDITOR OF THE SUN-Sir: My attention has been called to a letter under the above heading published in the columns of THE SUN of the 7th Inst., dated "Pekin, Feb. 15," which says: "The situation here goes rapidly from bad to worse. The Imperial Government is delfting to rule. The Emperor, surrounded by sunnchs and concubines, if not a sotted imbecile, is a puppet in their hands. It is a care of ignorance teaching the ignorant, of the blind leading the blind." I spent a good portion of the past three years in China. I beg to quote from a letter received by me in answer to interrogratories re-specting his imperial Highness the Emperor, from an eminent gentleman who has visited the Palace, who speaks the language fluently and whose integrity is above suspicion. He

specting his Imperial Highness the Emperor, from an eminent gentleman who has visited the Palace, who speaks the language fluently and whose integrity is above suspicion. He writes:

"In the latter call of 1896 I had the honor of having three audiences with his Majesty, at which no other person was prevent. He seemed to me to be a most intolligent person, and from the questions he put to me he showed a remarkable knowledge of foreign affairs. Everything I told him about foreign nations he seemed to take in readily and he understood and appreciated what I said." The expressions I have heard from other unbiased and noble-minded men have been of the same tenor.

As to the Tsung-li-Yamen (the Foreign Office) of which your correspondent speaks, it is composed of eleven members, all of whom are of mature age, cducated, and intelligent. Hesides the two Frinces, who are uncles of the Emperor and to the manner borne, there is his Excellency Li Hung Chang as an important member, whom the world knows to be an able and clever statesman. Then there is his Excellency Chang Yin-hoon, another member, who has been Minister to the United States and recently envoy to the Queen's Diamond Jubilee at London and knows foreign views and foreign ways. These men we know. Hecause China is not what she ought to be in the eyes of foreigners she is looked down upon and abused and deepised, except by hroad-minded men. Foreigners in China, in judging of her actions, too often commit the error of judging from their own standpoint, which makes their conclusions all wrong.

The movements on China's checker board by Russia, Germany, and France during the past few months have been for the good of all countries and will inure to the great benefit of China in the early future. It means the opening up of China to the trade of the world. Your correspondent asks "how can American citizens," in the face of the competition and rit alry of Russia, Ergiand, German, and France. "unbacked by thoir Government tunsiness in a legitimate way need up more protect

Glans in not what she until to be in the orean of despised, never by brands mided ones, per and despised, never by brands mided ones, per and despised, never by the country made it is mark for country from the crew of the country made it is mark for the country made it is made in the country made in the country made it is made

and had it filled with honey before it was outdoors six months. He likes bluebirds because they are preity and because they kill a lot of worms and bugs which feed upon his trees. Last spring, wishing to coax the birds about his

worms and bugs which feed upon his trees.
Last spraing, wishing to coux the birds about his premises, he put two new houses upon poles and set them in the orehard. Bluebirds came to both early in the season, but were finally everted from one dwelding by the superior fighting qualities of the white-broasted swallows. As Nehols is not fond of swallows, he removed the bird house from the pole and put, if on top of his born, where the family cat made short work of the undesirable inmates. Having again prepared his house for rent, Nichols replaced it on the pole and waited for the blue-birds of 1898.

Hefore the snows of March had gone, the orchard was usade melodious with the sough of the hirds which Na bots loved. He saw them for in and out among the flats where they had kept house last year, but though he watched long and hopefully not a blaebirt wont near the vacant bullding. He was puzzled for two or three weeks, and whom he saw the birds in the permanent home carrying in straw and feathers is new nests he was amgry and decided to knownests he was amgry and decided to knownests he was amgry and decided to knownests he was magry and decided to knownests he was magry and decided to knownests he was amgry and decided to knownests he was amgry and decided to knownests he was magry and decided to knownests he was magry and decided to knownests he was an open to produce around with his jackknife. It didn't take him long to learn all he wantest to know. He came cown from the top of the ladder without stopping to utilize the steps, and with him came about four quarts of black an inagry house been, which lighted on his and cluing to him. By shieding nosst of his coothing and realing himself in the snowbanks he mannaged to eas spe to the house, where he has been confined with distorted features.

Nichols keeps bees, and thinks a ranaway warm which came out later settled in the circhhouse and utilized it for a hive. Here they lived and stored up honey enough to lest their through the wirter, coping our line out its base t

and stored up honey enough to less them through the witter, coming out in sout thin the orgin aummer's work. He will put up a new house for the accommodation of such tramp bluebirds as may come later, and will leave the bees in full enjoyment of their chosen home.

DISTINCTION AND RICHES REACHER BY STEAMBOATING FORTY FEARS AGO.

But Along the Banks of the Mississippi and Missouri New Are Crumbling Walls of Towns Which Contributed to the Commercial and Political Growth of the Country,

"Seventy-five years ago next month the first steamboat from Pittsburg to Fort Snelling. which is between St. Paul and Minneapolis turned her pedajes in the Mississippi River, and here is to be a celebration of that event in some of the old river towns; for some of thems are still standing down by the brink of the river as they were built in the early days.'

The speaker was a passenger on one of the Sound steamers.

One of the participants, if he lives," comtinued the passenger, "will be Mahlon G. Hyer, He was born that year—the year that the first boat made the trip-a' Sackett's Harbor, N. Y., and went West in 1842. I have been out West, and I met him in his home in Bellevue, Is, "There is a loneliness about a Western river

town which is depressing, and especially to an

Eastern man. Railroads, trolley lines, and other rapid means of travel have not left East ern river towns on the high and dry. But in the West where our young people were told to go and make their fortunes, and to get away from the East, you will find as many rules as you will find along the Nile, in fact more. "In the days of steamboat glory the Western river towns had an air of substantiality and a

commercial importance enjoyed by no inland railroad town of the present day. The river own was the county seat; it was the metropo lis of its county. It was the social and educational centre. It was generally built along the levee, or landing, as it was called, unless the topography of the country made it a mark for inundations. The principal atorohouses and warehouses were at the water's edge—"conven-ient to all packets," is the way the advertise-

Well, they call it Roccasport now, dut takes and tenough of it left to call anything, was the shewer.

"I shall never forget the sense of desolation that came upon me as I stood before the ruins of what had once been a mansion. The walls had crumbled and in one corner was an improvised cabin. It was roofed, but the other parts of the cabin were made of the debris of the mansion. This hut was inhabited by negroes—beggars.

"I had once been a guest in this mansion, when its owner was a master of slaves, when he was a statesman, or at least regarded as such, when he entertained lavishly, and when his influence and that of his family was courte. Strange that I, after a forty years sojourn in many countries, should be the only one, so far as I could learn, who recalled this man's name as I stood in the streets of the town where ho was a social and political factor. And yet we call this a new country.

"I am told that from St. Louis to St. Joseph, on vivier bank of the Missouri River, one can say intervals of forty miles. Every one of these towns in its day was a county metropolis. The river itself has nearly run dry."

towns in its day was a county metropolis.

Harvest for Map Sellers Up State.

More interest has been taken in the geography of that part of the globe lying directly south and southeast of Florida within the past few weeks than ever before in the history of the country. Men who seldom look at a map have been studying all around through the Bahamas, the Canarica, the Florida Keys, the Leeward, the Caribbeau and many others. Maps of Cuba and the surrounding islands have appeared like magic. One enterprising traveller sold a fair map on the street for 15 cents, and he had scores of customers. They cost him about three cents each, and he made good wages. A crowd can be secured in front of any window if that window contains a map of Cuba or a map of Spain. Nothing will attract attention quicker funders it has a picture of a battleship and helds is longer. People study the constry with as much apparent interest as though it was a new present, which we were about to occupy.